

For Goodness Sake---For Your Pocketbook's Sake---Don't Fail to Attend the Sale of Holzman & Bendel \$25,000.00 Stock

Sold to

By Order of

Western Outfitting Co.
WASHINGTON COR. 2ND ST.

At 46c on the \$

U. S. Bankruptcy Court

Thousands of Sharp Shoppers were benefited by this great Sale thus far. Never a dull moment, not even during the hot afternoons. Store filled to capacity every minute of the day. Crowds came from everywhere---North, East, South and West. The entire Maricopa County is aroused over the Marvelous Bargains we are offering in Seasonable Merchandise.

The firm of Holzman & Bendel had the reputation of carrying a well selected stock of Women's and Children's Wearables, consisting of 175 Cloth and Linen Suits, 400 Wash Dresses, 150 Cloth and Silk Dresses, 325 Shirt Waists, 140 Skirts, Hosiery Underwear, etc.---all these yours now at an actual saving of 54c on every dollar.

IT'S THE GREATEST TRADE MOVEMENT IN YEARS

Involving the Distribution of Thousands of Dollars' Worth of Good, Desirable Merchandise at Next to Nothing Prices. The hit of the season and the greatest money saving event ever brought to the notice of our good people--\$5.00 worth of merchandise for a fraction more than \$2.00 in cash. That's how this great stock is sacrificed. Come, if only to see. Look for yourself. Don't let anything keep you away. It's a matchless Bargain Fusilade that's sweeping all before it. A price crash that annihilates competition. Every body come Ready For Business at 8 a.m.

The Place: N. E. Corner 2nd and Washington St.

RAILROAD ARTICLES IN SANTA FE FOLDER

Feature of New Publication Will Be
Appreciated by Travelers.

In order to give the traveling public an insight into the problems of transportation and railroad service, and to present certain facts on the efficiency of American roads when compared with lines of Europe, the Atchison, Topeka & Santa Fe railroad folder, issued on the 26th of last May, has a department devoted to such information. Under the head of "Facts for Americans to Consider," and "American Railway Efficiency," short articles are incorporated into the folder, such as are occasionally found in current magazines. In a part of the folder devoted to this feature, the following statement appears:

"Experienced travelers and shippers know that while the general trend of transportation charges on American railroads has been downward, and the tendency of operating costs (especially wages) has been upward, there has been, from year to year, a steady improvement in facilities and increase in efficiency of operation."

An interesting comparison is made between United States and Prussian railroads. The writer says:

"The most efficient railways of continental Europe are those of Germany. The combined area of Prussia and Hesse is nearly the same as the combined area of the state of New York, Pennsylvania, New Jersey, Delaware and Maryland, and the Prussian-Hessian railways embrace approximately the same mileage as is operated in this group of states."

"The Prussian-Hessian roads have the advantage of serving a territory with an average population of 279 per square mile, as compared with 158 in the American states. They also have the advantage of a very much lower wage scale. In 1907, the average daily wage paid to their employees was but 76 cents. In the same years the average employee below the grade of general officer on the roads in the Prussian-Hessian system was 1.27 cents. In the same year the average revenue per ton per mile on the roads of the states above referred to was but sixty-four one hundredths of a cent."

"Comparing wages and freight rates on the two systems, we find that, in order to earn enough to pay an average employee for one day's work, the Prussian-Hessian had to haul only sixty-three tons one mile, while to pay an average employee for a day's work,

the American roads had to haul 339 tons one mile.

"The American roads are able to perform their services at one-half the Prussian rates while paying an average of nearly three times as high wages."

The following paragraphs, selected from a lecture delivered at Harvard university, April 26, 1911, by Mr. Julius Kruttschnitt, director of maintenance and operation of the Union Pacific and Southern Pacific companies, are inserted:

"Efficiency from the standpoint of the railway manager often is not the same thing as efficiency from the standpoint of the public. It is often not practicable to move freight with the maximum speed and regularity, and at the same time hold cars and engines at terminals until the maximum car load and the maximum train load have been obtained. It would be easily possible for the railways to haul a much larger average load of mail per mail car, but under regulations of the postal department, postal cars are limited to a carrying capacity of only about three tons, whereas express cars can easily be loaded to the roof with twenty to thirty tons of express. Again, in the passenger service, the reason why the railways on the average haul only fifty-four passengers per train when the average train has a capacity of at least 150 passengers, is that the public demand, and properly, that it be given frequent and regular service, and frequent and regular service is incompatible with the maximum loading of trains. Now, when the public insists on a kind of transportation which is incompatible with the most economical operation, no one can justly criticize the railway managers for complying with the public's demands and for that reason failing to operate the properties with the maximum possible economy."

"Do you fully appreciate what the present average rates of 1.92 cents per passenger and of 0.76 cents per ton mile means? The former is a little less than the value of a two-cent postage stamp, yet for the cost of this small stamp, the railway transports a passenger and his luggage one mile, and in addition, 3,600 pounds of vehicle to seat him, 650 pounds of vehicle for his luggage, and 2,000 pounds of sleeping, dining and parlor equipment for increasing his comfort. For the same tiny stamp the railway carries two and three-quarter tons of freight one mile for the shipper, and provides and hauls on its passenger trains for the postoffice department the equivalent of a fully-equipped postoffice on wheels weighing forty-five to fifty tons, a distance of about three-quarters of a mile."

"Since twenty years ago, the efficiency per passenger locomotive has been increased 53 per cent; per passenger car, 42 per cent; per freight locomotive, 42 per cent; per freight car, 31 per cent; and per employee, 45 per cent. These results have been achieved in spite of the fact that conditions of employment have become more favorable to the employee, so that he works less hours per day for a month's salary and runs less miles in train and engine service in doing a month's work."

Considered as a whole, the folder is one of the most attractive that has ever been issued by the Santa Fe com-

pany, and it is expected that the interesting reading matter contained in it will help to white away many an hour on train board, when the fast limited run overland.

If you have the itch, don't scratch. It does not cure the trouble and makes the skin bleed. Apply RALLARD'S SNOW LINIMENT. Rub it in gently on the affected parts. It relieves itching instantly and a few applications removes the cause thus performing a permanent cure. Price 25c, 50c and \$1.00 per bottle. Sold by Elvey & Hulett, quality druggists.

NAPOLÉON'S BIRTHPLACE.

The Empress Eugénie, a French contemporary says, intends to set up a small museum in the house at Ajaccio, where Napoleon was born. At present in spite of the fact that there is little enough to attract a visitor to the town fails to make a pious pilgrimage to the house.

With its green window shutters and yellow painted front there is nothing to distinguish it from the neighboring houses except a marble slab announcing the birth on August 15, 1783, of the man who afterward became Napoleon I. The best preserved room in the building is that which Napoleon, then a young and unknown officer, used to occupy when he visited his family at holiday time.—Westminster Gazette.

PROUD OF SOMETHING.

The Lady—Poor tramp! Have you anything in your life to be proud of? The Hobo—Yessum, I never beat nobody out of no laundry bill.—Toledo Blade.

SLEEPING IN CHURCH.

Men Who Do It Exhibit Contentment With the Service.

(Washington Post).

The Englishman dearly loves his joke; that is to say, his kind of a joke, which usually takes the form of a pun, more or less atrocious as to quality. For example, he would doubtless refer to a retired pugilist as an ex-pounder. An ex-pounder—ha! ha! See the point, old chap? All of which leads up to the remarkable opportunities in comparison and contrast afforded by the unprecedented act of a Los Angeles preacher, who annoyed by the inharmonious snoring of two of his flock, shed a song book at the slumberers. Here would be the Britisher's chance. But enjoying as we do our own style of humor, and given to weeping bitter tears at that of our insular cousins, we prefer to treat the present matter in the serious vein which is sober nature naturally enjoins.

The subject, if we mistake not, calls for serious consideration. Why is it that men will go to sleep in church? What profound meanings lie at the bottom of this inclination to somnolence on the part of the brother dearly beloved when under the ministrations of the bishop of his soul? No one ever heard of a woman sleeping during a sermon. She is as bright and as alert as she conclusion of the stentily as she was when the text

was read. But man, poor man—he like the sluggard, slumbers and sleeps. His record is bad from the beginning. Acts XX. contains the inexorable record of the first offender—of one Eutychus, who, while Paul preached, sank into sleep and fell from the third window.

Let a word be said in defense of the order Eutychus. And in thus coming to their support there is no wish to cast reflection upon the wide-awake and breezy sermonizer. To be with, man is inferior to his mate in the higher sensibilities of the soul. Calloused in his nature, the assembled

array of dresses and bonnets is wholly without appeal to his sordid instincts. What does he know about the cut bias or the latest effect in ruchings? Or whether the Jones girls have turned the black bombazines they have worn two seasons already? Or how much Deacon Smith put into the contributions box? None of these inspirations comes to his relief. Instead he begins with good intentions, flitting out the text and setting himself resolutely to unimpeachable behavior. But to no avail. The soft swish of the skirt of the late arrival, the hypnotic spell of the music, the

murmur of repeated responses, the charmed intonations, the rising and falling inflections of the speaker are too much. The imp of insomnia flees, the eyelids fall and close, the drowsy god usurps the throne of his right-again, as the audible snore resounds against the chancel and reverberates from the ceiling. He awakes with a start, and tries to look solemn and duly impressed. But it is too late. Let it be remembered, however, that he has fought, like Paul, at Ephesus, with wild beasts during the week. Throughout the six days con-

Don't Grow Old Too Fast

"A man is as old as his arteries." Old age is merely a hardening of the arteries—and hardening of the arteries comes from excessive eating of high-protein food such as meat and eggs. Cut down the high-protein diet for awhile and eat Shredded Wheat. It supplies all the body-building material in the whole wheat prepared in a digestible form. Of course

SHREDDED WHEAT BISCUIT

will not "cure" appendicitis—nor will any other cereal food. The excessive eating of indigestible foods, however, gradually brings on stomach and bowel disorders—and these can be prevented by a daily diet of thoroughly cooked cereals. Shredded Wheat is best for this purpose because it is steam-cooked, shredded and twice baked, retaining the bran coat, which is so valuable in keeping the bowels healthy and active.

Heat the Biscuit in the oven to restore crispness and serve with hot or cold milk and a little cream, adding salt or sugar to suit the taste. It also makes delicious combinations with stewed or preserved fruits. Two Shredded Wheat biscuits with stewed fruit makes a wholesome nourishing meal.

The Only Cereal Breakfast Food Made in Biscuit Form

Made only by

The Shredded Wheat Company
Niagara Falls, N. Y.

